

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims. These claims are reflected in the substitute specification. Amendments are shown with additions shown in underlined text and deletions shown in struck-through text.

1. **(Currently Amended)** In An actuation force transmission mechanism for use in a shift control device for a straddle-type vehicle, the shift control device for performing shift control in which a shift actuator is stroked by a predetermined amount to rotate a shift shaft, an the actuation force transmission mechanism comprising:

a first coupling part and a second coupling part first and second coupling parts being sized and configured to be coupled together to provide for relative movement in a linear direction, the first coupling part also being coupled to the shift actuator, and the second coupling part also being coupled to the shift shaft;

a biasing mechanism an urging means for urging the first and second coupling parts toward a neutral position; and

a stopper mechanism for stopping the relative movement of the first or and second coupling parts when the one of the first or and second coupling parts is moved relatively from the neutral position against urging force of the urging means biasing mechanism, wherein the actuation force transmission mechanism is interposed between the shift actuator and the shift shaft.

2. **(Currently Amended)** The actuation force transmission mechanism according to Claim 1, wherein the actuation force transmission mechanism is arranged such that, when a resistive force acts linearly against the movement of the actuation force transmission mechanism, the first or-second coupling part moves relative relatively to the second coupling part against the urging force of the urging means biasing mechanism until the first or-second coupling part is stopped by the stopper mechanism, and wherein in response to a continuing resistive force, and then the first and second coupling parts moving move together upon the first coupling part being stopped by the stopper mechanism.

3. **(Currently Amended)** The actuation force transmission mechanism according to Claim 1, wherein the first coupling part comprises a cylindrical member and the second coupling part comprises are constituted of a rod, the and a cylindrical member including a cavity being sized and configured to receive for accomodating at least a portion a part of the rod therein.

4. **(Currently Amended)** The actuation force transmission mechanism according to Claim 3, wherein the urging means biasing mechanism includes a coil spring, and the urging means is the coil spring being disposed between intermediate the rod and the cylindrical member for providing an urging force in the linear direction between the rod and the cylindrical member.

5. **(Currently Amended)** The actuation force transmission mechanism according to Claim 4, wherein the rod has includes portions of different diameters, and a portion of a large diameter portion thereof is being sized and configured to contact used as a part contacted by an end of the spring, the contact intermediate the large diameter portion of the rod and the spring facilitating the linear exertion of the urging force.

6. **(Currently Amended)** The actuation force transmission mechanism according to Claim 3, wherein the cylindrical member has a step on its inner surface, and the step is used being utilized as a part of the stopper mechanism.

7. **(Currently Amended)** The actuation force transmission mechanism according to Claim 3, wherein the cylindrical member is constituted with includes plural members having inner and outer surfaces.

8. **(Currently Amended)** The actuation force transmission mechanism according to Claim 7, wherein the cylindrical member includes plural cylindrical members segments.

9. **(Currently Amended)** The actuation force transmission mechanism according to Claim 1, wherein the first coupling part and the second coupling parts define distal ends, the first and second coupling parts being are arranged with the respective such that their distal ends thereof overlapping each other in the linear direction.

10. **(Currently Amended)** The actuation force transmission mechanism according to Claim 1, wherein the shift actuator is coupled to the shift shaft via a coupling rod, and the actuation force transmission mechanism is disposed along at an intermediate portion of the coupling rod.

11. **(Original)** The actuation force transmission mechanism according to Claim 10, wherein the actuation force transmission mechanism is provided in a case held by the coupling rod.

12. **(Original)** The actuation force transmission mechanism according to Claim 1, wherein the actuation force transmission mechanism is disposed outside an engine case.

13. **(Currently Amended)** A straddle-type vehicle incorporating the actuation force transmission mechanism of Claim 1 to 12.